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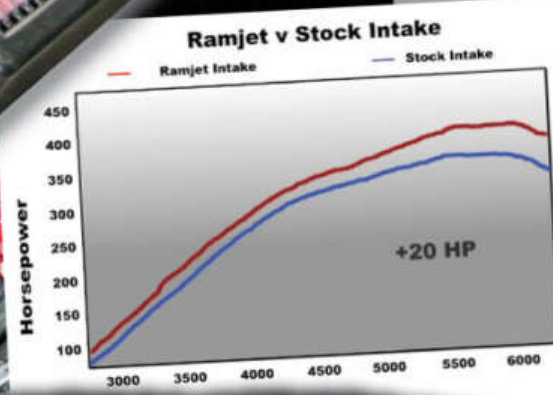
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018 LIFER

At the ripe old age of 31, Holden-addict Nick Sassine finally popped his old-school cherry with this kickass VK SS clone – and he's keen for more

#243

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018

STREET SCENE

058 CLUB DAYS

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058



REGULAR FEATURES

010 CRUISE CONTROL
012 SMOKE AND MIRRORS
028 ON THE STREET
030 IN THE BUILD
032 SC TRUE ENTHUSIAST
078 HOME BREWED
080 QUARTER POUNDERS
082 NEW PRODUCTS
098 NEXT TIME AROUND

070





FEATURE CARS

034 THE WAITING ROOM

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042 PLAYBOY

Play time's over when the go foot is stomped in this VC

050 GRANGE DESIGN

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STANDING OUT

If you've taken yourself along to any one of the hundreds of car events on the calendar each year you will probably have noticed that Holdens account for a great deal of the entrants. Of these, a large percentage are Commodores, particularly when you're at an event like Powercruise, Summernats or Motivation where the majority of the focus is on using your car, not just parking it to display or win trophies.

In more than 25 years of going to car shows I don't think there has been a car as dominant in terms of representation, as the Commodore. With decades of history and untold levels of passion from generations of Commodore owners, it's rare to see another group of fanatics not just willing to enter these events but to drive the wheels off of their cars, showing what they've got in the horsepower and skills department.

Whatever it is that makes Commodores so prolific at these events has an inevitable side effect, and that is that it is more difficult to stand out from the crowd in a Commodore than, say, a Falcon. Commodore owners who don't want to blend in need to try harder, do more to their cars, make more horsepower and drive them harder than anyone else. It's a fact perhaps best illustrated at Powercruise where there might be 1000 entrants and up to a third of them Commodores.

Stand on the pit wall and watch 20 minutes of cruising and your brain will begin filtering out almost all of the stock looking VEs. They all look and sound the same and unless one of them is having the back tyres blazed the entire time it's doubtful you'll even see them after the second or third lap.

It's the same thing for anything LS-powered (from the factory), really. It's unlikely that you'll stop to

watch that Red Hot VX SS after the first lackluster fly-by and if you're anything like me it's the stuff with the shiny gear out the bonnet that makes you sit up and take notice.

Don't get me wrong, I've been the guy in the cookie cutter car plenty of times and can tell you from experience it's bags of fun from the inside. But unless you're pushing harder than anyone else or your beige VN is the ultimate sleeper, you're just one of the herd. Not everyone wants to stand out from the crowd, and that's fine too, but it does make for some pretty bland spectating.

While Commodores make up the majority of ordinary or near stock entrants they also comprise a large percentage of the award winners. Again using Powercruise as the example, it's not uncommon to see Commodores taking home trophies in the burnouts, Powerskids, racing and show competitions. It's this big end of town that you'll see glorified on the cover of Street Commodores Magazine, these cars and drivers who push harder, do more and stand out in the scene we love serve to inspire the next generation of modified street and event cars and we're grateful for the opportunity to show them to you in detail.

But just as the shiny stuff hanging through the bonnet catches the eye, so too does the stock looking car that hits harder than it seems like it should. These cars are an important part of the scene and it's these that I want to see more of. If you or a mate has something that flies under the radar right up until the moment it chops the competition to shreds, let us know.

**See you next issue,
Adrian**

street COMMODORES 243

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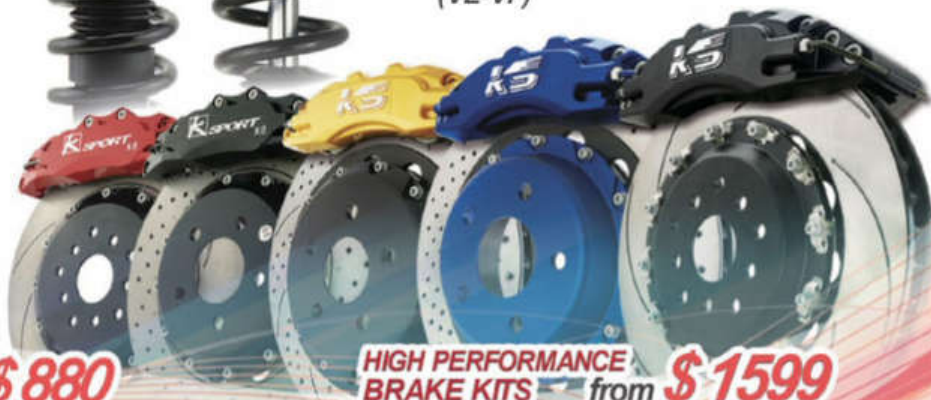


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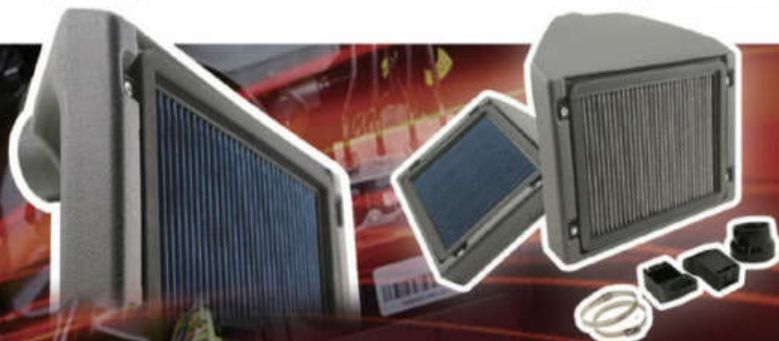
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SMOKE AND MIRRORS SHOW DUTIES

- PHIL KERJEAN

Lately I have been doing less burnouts and doing more and more static shows, mainly due to engine damage suffered at Powerfest in Feb.

While it is cool to score a few awards here and there it is much nicer to smash a set of tyres off the thing as that's what the car was built for. I was looking forward to the next event and we have only just put the new motor in and its singing its tune nice.

We debuted the new combo (which is pretty much the same as the old combo) at the recent Brashernats in Sydney with not a whole lot of success. I changed the pulley size by only one tooth on the dry sump pump because I wanted a pulley with side plates on it to make sure I didn't lose the belt off it. The end result was that it increased the oil pressure dramatically.

How much you ask? Well let's just say that 160 psi of oil pressure is a tad too much for some gaskets to handle. At the hit of the throttle the car felt strong but by the time I came into the pad for the first hoop I had a mist of oil all over the windscreen. From there it didn't get any better as the longer I went the more oil was going everywhere and sure as shit it ended up catching alight from the pipes. I knew it was only 30-40 seconds into the burnout and there wasn't much point continuing so I got off the loud pedal and shut it down to put the fire out. No point doing unwanted damage as it's costly and time consuming and they are two things I don't have much of right now, lol. Who says you can't teach an old dog new tricks. So engine wise the car is fine and the fire was extinguished quickly enough not to do damage to

any paintwork which was a bonus. On the upside I was lucky enough to score the Top Holden award in the show and shine. So the day wasn't a total loss and we got to see some of the best skids Sydney has ever seen. A big congrats to Steve Loader in his old faithful UC-SMOKE. He decimated the competition in a burnout that was the clear winner. Probably one of the best I have seen him do. The team at Brashernats have really captured what it takes to make a great event and have continued to improve it each year. I think it will be an event on most people's calendar for years to come. With Brashernats over for another year it was a mad thrash to service the car and detail her up and also load up as much gear as I could to get me through Gazzanats Darwin. That was one of the hardest jobs, putting boxes of oil and tools and spares along with some merchandise, helmets and stuff all inside the car and try to make sure it doesn't damage the trim on the sure to be bumpy ride up. So once it was all set to go I had to deliver it to Gary Myers's place in Narrandera. It had been loaded on the car carrier and from there it was going down to Melbourne to pick up a couple more and then to Adelaide to grab a couple more. Then Gary had the long haul up through the red centre up to Darwin.

It's a long drive and one that would be tough going on your own but Gary is a bit of a machine when it comes to doing kms and he's done plenty enough over the years. As I write this I have just had confirmation that the cars have arrived safely in Darwin and are getting set up on a display at the

V8 supercar event at Hidden Valley. I have never been to Darwin but everyone that has reckons its one of the best spots in oz, especially in winter. The Gazzanats events are awesome and are always a capped entry event so plenty of track time is available and it has Show and Shine as well as all the usual driving events. Touch wood the car survives the thrashing it's going to get. Then the next event we go to which will be another thrash to get to as the cars have to return from Darwin is MotorEx in Sydney and it's just three short weeks later. I haven't done MotorEx for a couple of years and nowadays it's held alternately between Melbourne and Sydney. So with the new paint and also the fact it will be on a burnout car display stand with five other cars I thought why not. Also, MotorEx is one of those events that you get to catch up with a lot of mates over the weekend that you don't always see at skid events, especially interstate guys that basically come up for the get together more than anything. So aside from seeing the biggest static car show in oz you also get to chill and have some good times as well which is what it should all be about. What next? Who knows, I'll take it as it comes.

That's how I roll.

Phil



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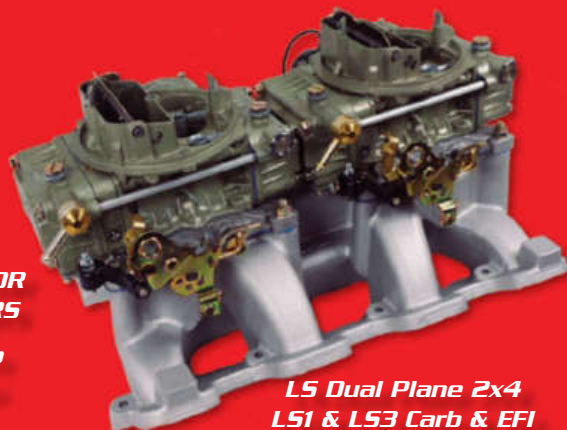


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PERFORMANCE



Cameron Bankovacki spent his formative years watching his father Neil work from home running an engine-building business called Team Performance Automotive in the suburbs of Melbourne. In the early 2000s, when

Cam was in his mid-teens, the family moved to SE Queensland and then in his late teens he served an automotive mechanics apprenticeship under his father.

In addition to basic motor mechanics Cam's dad taught him how to build high-performance and race engines (particularly Holden

308ci V8s) and how to weld with a MIG, mostly by fabricating custom exhaust systems. These skills served the foundations for Cam to start working for himself in his 20s, contracting to Hi-Torque performance for a year and a half before emulating his dad by working from home for two and half years.

In early 2014, not long after he turned 29, Cam decided that his business had outgrown the garage and he went looking for a workshop unit, moving CB's Performance and Fabrication to its current Gold Coast address on Bailey Crescent in Southport, Qld. And the shop certainly lives up to its name. **SC**

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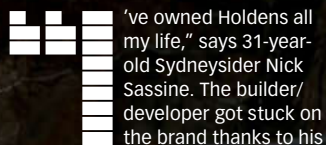


AT THE RIPE OLD
AGE OF 31, HOLDEN-
ADDICT NICK SASSINE
FINALLY POPPED HIS
OLD-SCHOOL CHERRY
WITH THIS KICKASS UK
SS CLONE AND HE'S
KEEN FOR MORE



Nick knew he wanted to go the whole nine yards with the SS theme and found a car in Melbourne with a Scheel trim. Remarkably, a simple steam clean revealed a near-new trim and together with most of Rare Spares' VK parts catalogue, it looks brand new in here





've owned Holdens all my life," says 31-year-old Sydneysider Nick Sassine. The builder/developer got stuck on the brand thanks to his family. "My uncles and grandfather all had VKs at one time or another and I loved the shape," he says. "My first car was a VN Calais 5L. It was repainted orange and had big wheels. That was 15 years ago."

The Calais proved to be total cop bait, but Nick wouldn't be deterred. "It got attention everywhere I went," he says. "I remember having a drawer full of defect notices and

spending all my spare time going back and forth clearing them."

Eventually he got sick of the bureaucracy and sold the car, but couldn't live without a Holden – instead turning his attention to later-model examples. "I ended up with a VY Maloo and from then on I bought newer model Holdens. I also had a VZ Senator and more recently a VE Senator," he says. "But while driving around I'd see these old-school Holdens out cruising and I'd think to myself 'There's nothing like an old-school Holden. I'm going to build myself one of those one day'."

"NOW I HAD TWO VKS. MY BANK ACCOUNT WAS GETTING SMALLER AND SO WAS MY DRIVEWAY!"



The monster D2 8-piston calipers clamp onto slotted DBA 296mm rotors



The 308ci Holden was stroked out to 355ci and with a high static comp', VN heads and high-flowing intake, it makes a serious 450rwhp and sounds like hell has come to breakfast. The blacked-out aesthetic looks equally evil





And that's exactly what Nick has done. Although, fate had a helping hand in getting him started on his journey. "I had to get the front bar of my VE repainted. I walked into the workshop and spotted a freshly painted VK shell sitting there in that Blue Meanie colour," he says. "It had no motor, no interior... it was just the shell. I figured it was someone's project and wasn't for sale."

Clever Nick made a few enquiries and learned that

the car belonged to Sam, the spray painter at the shop. Nick convinced him to sell the shell and with a deal done, Nick had himself a project car. First thing on the agenda was an engine and Nick approached Sports Tech to build him a 355ci Holden stroker (see spec' box) and a little more convincing by Nick saw him secure a built T350 that Milad from Sports Tech had in waiting for one of his own projects.

**"I'D SEE THESE
OLD-SCHOOL HOLDENS
OUT CRUISING AND
I'D THINK TO MYSELF
I'M GOING TO BUILD
MYSELF ONE OF
THOSE ONE DAY"**

450RHP TUNNEL RAM VK

Nick still needed an interior and a rear end and he found both in Melbourne. "I found a car in Melbourne that had a Scheel trim and a 9in in it," he says. "Now I had two VKs. My bank account was getting smaller and so was my driveway!"

With the 9in sent off for reconditioning and narrowing, Nick had the Scheel trim steam cleaned to find it practically brand new underneath the grime. Months went by with Nick scouring the globe for parts to finish the project off and in quick succession it was towed between Sports Tech (to put the motor, 'box and 9in in), Budget Exhaust (where the twin 2.5in system was fitted as

well as having the undercarriage sprayed black), Sports Tech again (for the wiring) and then home for final assembly.

"I was getting closer to hearing it fire up for the first time," Nick says. "Finally that day came and the sound was heard streets away. It was like music to my ears!"

With most of the car complete, Nick went in search of an HDT body kit to get that iconic SS Group A look. At the same time, the car was given its stance with King Springs and Pedders gear, getting just the right height for the big 20in Simmons FR rims filling the VK's small arches.



Pop the boot and you'll find Nick has ditched the spare tyre for a pair of 12in DD subs and Kicker amps



The 9in has been narrowed to allow for a little backspacing, but Nick has plans to tub the VK, allowing some much larger rear rolling stock





"Putting it all together was definitely my favourite part," he says. "Waiting for the parts sucked, but whenever something came in, I couldn't wait to fit it. It was my first time building a car and I really enjoyed it. I wait to do more to it." The "more to it" Nick alludes to could see the VK reach new heights in automotive aggression, with future plans including a blower and big tubs under the bum. "I'd love to put deep dish 22s on it," he says. **SC**



NITTY-GRITTY

OWNER:
Nick Sassine

MODEL:
VK

BODYWORK:
HDT SS Group A

COLOUR:
Formula blue

BLOCK:
308ci Holden

ENGINE MODS:
Harrop stroker crank (355ci), Scat rods, SRP pistons (11.5:1-comp'), head and mains studs, cast VN heads, MSD coil, high-volume sump, Howards solid cam', Scorpion rockers, 2x 395cfm Holley carbs, Holley HP125 fuel pump, tunnel ram intake manifold, Holley FPR, custom catch can, braided fuel and oil lines, billet strut top covers, alloy radiator

POWER:
450rwhp (335rwhp)

EXHAUST:
Pacemaker headers, twin 2.5in exhaust (dumped at diff')

GEARBOX:
T350, 3500rpm TCE stall, manualised valve body

DIFF:
Narrowed 9in, 4.11:1 final drive

BRAKES:
296mm front rotors, D2 8-piston front calipers, D2 twin-piston rear calipers, DBA pads, VT booster

SUSPENSION:
King springs, Pedders shocks, adjustable panhard

WHEELS/TYRES:
20in Simmons FR (8.5in front, 9.5in rear)

INTERIOR:
Scheel trim, HDT Momo steering wheel, B&M Pro Ratchet

STEREO:
Clarion head unit, 2x Kicker power amps, JVC 6in front speakers, 2x 12in subs, custom sub enclosure, rear, 6x9in speakers

BUILD TIME:
3 years so far

COST:
Over \$55,000

CONTACTS:
Sports Tech, Budget Exhaust – Merrylands, Wholesale Suspension, Savage Customs, Race Brakes, Unique Restorations, Lowe Fabrications, Rare Spares, "My mum for putting up with all the noise on those late nights"



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THE HOVERBOARD IS REAL

The Back to the Future films have provided a lot of fodder for social media stories over the last few years as pop culture fans reference their many future predictions now that those 'future' dates hit our calendars. Sadly nary a single prediction made by the film's writers have become a reality, much like the Jetsons before them, however Lexus is apparently trying to make one of those predictions a reality.

In late June the car company released a video that immediately went viral, showing what appears to be a real life hover board. Using magnetic levitation to keep the board off the ground, Lexus reckons they could conceivably create a proper functioning board that will work anywhere where a special metal layer is embedded in the ground below.

The company says it has spent 18 months working on the project, that so far does float above the surface of the ground and uses "liquid nitrogen-cooled superconductors and permanent magnets". We're not sure if it can be ridden yet, as the teaser video stops just short of showing a faceless person stepping onto the Lexus-branded plywood deck. Being that this is a viral video, the company wants us all to follow the progress of the project over the coming months.

THE STORM RETURNS

Holden continues to roll out the special editions of its VF Commodore line with the return of the Storm nameplate. The Storm edition is available on the SV6 and SS versions of its sedan, ute and wagon models and sees the options boxes ticked for SATNAV, front fog lamps, unique dark finish 18in alloys, red contrast seat

stitching, 'Storm' embroidery on the dash board and of course, Storm badges. Holden's Executive Director - Sales, Peter Keley, said the 2015 VF Storm's outstanding value would prove popular amongst Australian drivers. "The VF Commodore Storm Special Edition struck a chord with customers in 2014 and we are sure that it

will do the same in 2015," Mr. Keley said. "Storm offers an impressive amount of additional content, headed by satellite navigation and dark finish alloy wheels, providing our customers with a compelling package and outstanding value." You can get one for yourself now for just \$500 above the normal ticket price.



HOLDEN GETS CHEERY

As naming rights sponsor of this year's NRL State of Origin series, Holden thought up a few creative ways to celebrate the event. Perhaps the most creative way was to hire a team of models to act as cheerleaders who would create cheers based on Origin fans' live tweets using either #cheermaroons or #cheerblues.

Launched by Maroons captain, Cam Smith and former Blue, Matt Cooper,

the Holden 'Tweet Cheer' activity was run entirely on Twitter, facilitated by Twitter's recently launched video technology function, Periscope, allowing real time video footage to be shared across the platform. To add even more excitement, Holden will be awarding the most creative cheer with a \$500 NRL gift voucher*, voted for by Holden Facebook fans.



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HOLDEN GETS CHARITABLE

Holden is known for handing over old press cars, development vehicles and otherwise unsaleable cars to community groups, emergency services and other charitable organisations. The company regularly provides cars to the SES for practicing emergency situations like using the jaws of death. Most recently Holden has handed over the keys to two ex-company cars and a selection of panels to TAFE SA to enable automotive students to get hands on experience as part of their training. Students at TAFE SA's Regency and Elizabeth campuses will use the cars and

panels to practice skills in areas such as body repair, mechanical technology, and vehicle maintenance. TAFE SA Director of Mining, Engineering, Transport, Building and Construction, Alison Roberts, said that the donation was important as it provides the latest technology for the students to work on during their training at the TAFE SA campuses. "This exposure reinforces the skills that are transferrable to the work place and allows the students to be job ready," Ms Roberts said.

While on the subject of charitable donations, Holden also recently opened its submission period to sports clubs needing funds as part of Round Two of its Home Ground Advantage program. The program sees Holden provide \$5 million in funding over 10 years to community-based sporting clubs to help facilitate their respective projects. Holden's Chairman and Managing Director, Jeff Rolfs, said that Holden was thrilled to be launching the second round of Home Ground Advantage. "The first round of our HGA program saw almost 1600 sporting clubs around the country apply for a grant. The major grant winner, Maryborough Bears Football Club in Queensland, received \$100,000 to rebuild their facilities and change-rooms and we were absolutely delighted to be able to support such a great local club. Mr Rolfs said.

Round two will see \$250,000 in grant money go toward worthy projects and interested clubs can get more info at: www.holden.com.au/home-groundadvantage.



SEE-THROUGH TRUCKS

Here's one for the 'why hasn't this been done before, but will probably cost too much to happen' bin. Samsung is said to be currently trialling a new camera-based safety system that could make life much easier and safer for vehicles behind trucks

wishing to overtake them.

Using a simple setup of front-mounted cameras and rear-mounted TV screens, the Samsung 'Safety Truck' system shows drivers travelling behind the truck what is happening in front of the truck so overtaking

drivers can make a much more informed decision about when or if to pass. Sadly we can see a few problems with getting this tech into the mainstream – perhaps the most significant being the truck companies to invest in it.

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BOUND FOR GLORY

Dimitri John sent us in some progress pics of his gorgeous VL that – at the time of writing – was destined to be debuted at the 2015 MotorEx in Sydney. Sporting a beautifully smooth engine bay with custom flat firewall and a menacing-looking, 625hp 355ci tunnel-rammed stroker V8, the sedan is sure to impress. Inside, Dimitri wasn't sure at the time if the car would make it to MotorEx with new trim or the incredibly clean factory Calais velour, but either way, it looks neat. Outside, the originally white VL is now drenched in a custom yellow pearl which wonderfully contrasts the gunmetal, deep-dish Simmons FR hoops. These are bolted either side of a narrowed 9in with 3.9:1 gears and a TruTrac centre. Thanks to the tubs, the rear end also sports in-board coil-overs.



SUPER SPECIAL SS

Doane Kelly's 1990 VN SS is one helluva work in progress. Primarily built in the shed at home by Doane and his mate Wayne Finch, the VN is powered by a 355ci stroker built by Mad Race Engines. Wayne fabricated all the piping for the Garrett GT42 in the shed and as you see the car now, it's currently in a 'set up' stage, trial fitting everything before it all comes out for painting and tidying. Doane says, "I'm aiming for a 10sec street legal sleeper. So far it's on track. I'm hoping to have it completed and on the road by early to mid next year."

Other details on the build include custom 8in widened factory SS rims on the back, built T400 and transbrake, 1000cc injectors, 102mm FAST throttle, Autronic ECU, 90/10 front shocks and a respray that Doane will be tackling himself in the family garage.



STREET COMMODORES

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street COMMODORES

JOSEPH PIRERA

TRUE ENTHUSIAST

PHOTOS BY SHAWN MCCANN



Hi, my name is Joseph Pirera and I am from Melbourne, Victoria and I live and breathe cars”.

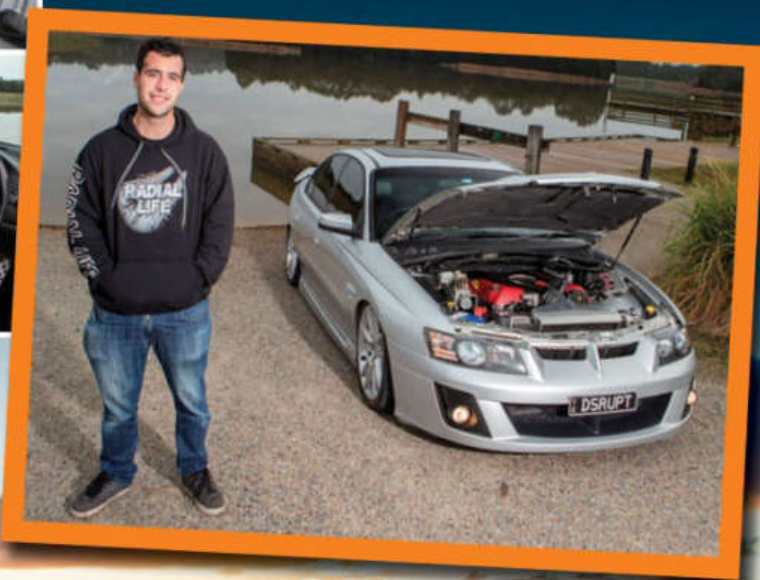
Joseph tells us that he's been reading car mags like *Street Commodores* since he was a young starry-eyed pre-revhead and it was Holdens that he turned to as soon as he came of driving age.

In fact, his first car was a VL and he's owned a string of Commodores since then, right up to the latest VEs. However, it's this VZ R8 Clubsport that is the apple of Joseph's eye right now.

Joseph says, “I have had this from stock and have put a cam' in it, put it

on airbags and had a sound system installed, as well as little other things to make it look good and to standout.” As you can see from the photos, the stereo includes a touch-screen double-DIN source unit and a neat boot install that leaves plenty of room for luggage or shopping bags. But Joe tells us that he mainly just loves to cruise in it.

“I love going to cruises to show my car and to get ideas off other people and get to chat with other car guys. Just socialising with other people with the same interest as me. I also love going to the Cruise for Charity events. I got to that every year as well as all the other cruises that I hear about. I think that's important.” **SC**



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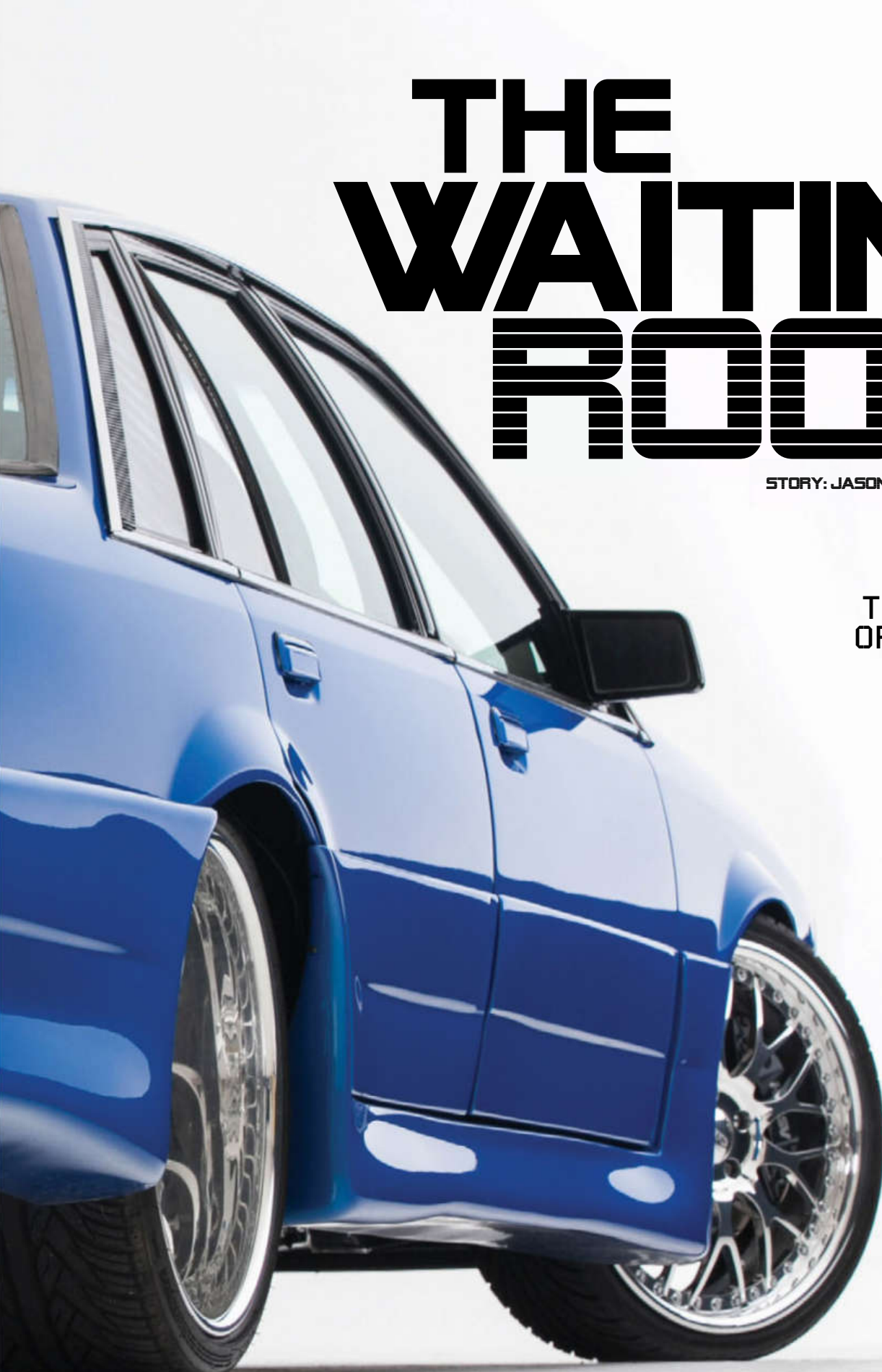
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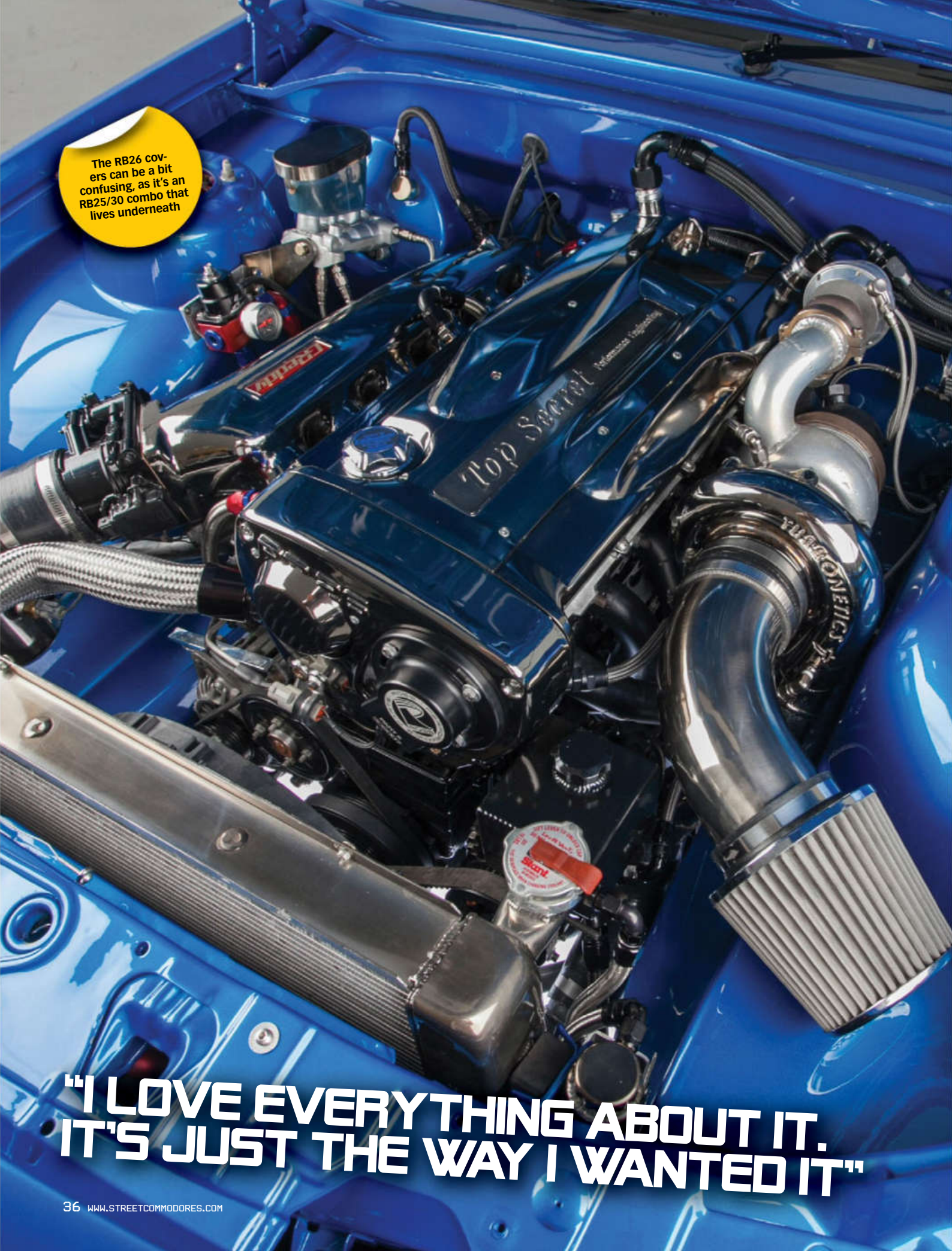




THE WAITING ROOM

STORY: JASON ROUND PICS: ERIC TANG

YOU JUST
MIGHT NEED
A TRIP TO
THE DOCTORS
OFFICE AFTER
A SPIN IN
THIS THING



The RB26 covers can be a bit confusing, as it's an RB25/30 combo that lives underneath

**"I LOVE EVERYTHING ABOUT IT.
IT'S JUST THE WAY I WANTED IT"**



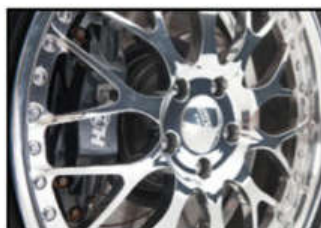
We aren't big fans of waiting around here at St Comms, but when it came to this VL, we just had to persist. Owner 30-year-old Stuart Guile is a mechanic by trade, so he knows what he's doing when it comes to spanning on cars. His 1988 VL Commodore is well known, and for good reason. It's a beauty.

"I love VLs," Stuart enthuses, with the whole idea here to build up a streeter that also packed a ton of performance. Over seven years the build has slowly developed, maturing like a fine port all the while into the showstopper the car is today. "I love everything about it.

It's just the way I wanted it."

Many other Commodores have come and gone from Stu's shed, but this one's been around a while now, with the actual modification time pegged at about three-and-a-half years. Cost? Best not to say it out loud lest it become a real, tangible figure...

"It's a complete package," Stuart continues, telling us he'd do nothing differently if he had his time over. The N/A RB30 is well gone, replaced with a Frankenstein RB25/30 combo that delivers all the benefits of the 3L bottom end with the modern RB25 head from the Skyline range. Stuart has always been a big fan of RB engines, so this was a certainty from day dot. What he perhaps didn't expect was for it to push out a staggering 500rwhk-plus at this level.





The black theme runs into the interior re-trim and fit-out. It's the comfiest VL we've seen for a while

The Turbonetics turbo is an especially serious piece of gear that requires a portable servo in the way of fuelling and top-shelf Haltech management to match tuned up by Sydney's own Just Engine Management. Black-chromed with double-take RB26 rocker covers, the engine's also a beautiful thing to look at if you've got the time.

The hybrid engine's matched up to a nuts-tough Als Race Glides billet Turbo 400 that will handle Armageddon itself before falling apart. There's also the Strange back end and Pro Flo locker to round everything out, making for a set-up that can not only pump out the power, but put it down in a manageable fashion, too.

The blue is a completely custom PPG mix put down by Keven at Grange Smash Repairs. It's a much deeper colour transition than the images suggest, making for a head-turning body that has made this car a standout in the scene. The body was in fair condition to start with, but the bodywork, including smoothed engine bay and all manner of deletions, takes it to a whole new level of wow.



With aero an Walky scoop, it's a classic exterior but a completely modern colour



"IT'S A COMPLETE PACKAGE"



The interior's just as perfect. VLs can be a cesspit of marine and tattered carpets, but not this one. It's the kind of room you could probably spend your whole life in if given half the chance.

According to Stuart, the car was a challenge the whole way, and it came down right to the wire just before Summernats 2015. Wherever the car goes, people stop and stare, but as Stuart himself loves to inform them, "W8B7NC what's under the hood..."

Thanks: "Kevin and the boys at Grange Smash (0404 220 283), Just Engine Management (9618 6001), M&S Johnson Trimming (4626 1284), Pro Flo (9606 0047), Als Race Glides (9792 5999), Chubby (0417 417 470), Custom Wheels and Tyres (4721 4335)." **SC**



NITTY-GRITTY

ENGINE:

3L RB25/30 twin-cam six-cylinder turbo

PERFORMANCE:

500rwkW+

ENGINE HARDWARE:

CP pistons and rings, H-beam conrods, Tomei 256deg camshafts, stainless valves, Performance Springs Stage II, RB26 rocker covers, High Energy 8L sump, Ross external oil pump, Nismo water pump, ID 2000cc injectors, GReddy intake manifold, Turbonetics GTK 1000 turbocharger, Hybrid intercooler, PWR radiator and trans cooler, 4in exhaust system with one muffler, SplitFire coils, GReddy boost controller, Haltech E11 engine management system, Ross trigger system

DRIVETRAIN:

Als Race Glides Turbo 400 gearbox with 'full house billet everything', Neil Chance converter, VL Pro Flo locker diff (3:7), 31-spline billet axles

SUSPENSION/BRAKES:

King springs and Koni shocks front (coil-overs), Strange rear suspension, Whiteline swaybars, VE HSV 365mm front and 355mm rear rotors, AP HSV VE calipers front and back

WHEELS/TYRES:

20x8.5in front and 20x10in rear KWC 015 wheels

BODYWORK:

Custom PPG Blue, VL aero with LE wing and Walkinshaw scoop, no fuel flap, door locks, deleted aerial, smoothed engine bay

INTERIOR:

Recaro bucket seats front, M&S Johnson re-trim in suede and leather, Haltech and Auto Meter dash, B&M shifter, six-point roll cage, Sparco steering wheel, harness, smoothed floor, all detailed, custom door trims, Alpine head unit, amplifier and 6in screen, Hertz front speakers

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PLAY



BOY

PLAY TIME'S OVER WHEN THE GO FOOT IS STOMPED IN THIS VC

WORDS: JASON ROUND PICS: SCOTT PADDY





"WE WERE PRETTY HAPPY WITH OUR SELVES... UNTIL THE TRAILER TILTED, CAUSING THE TYRES TO FALL OUT AND THE CAR TO ROLL BACK INTO THE FORK LIFT"



W

e all love a bit of a play, but Heath Aylett (28) is more of a kid at heart than most. His Commodore is what dreams are made of, the kind of toy we all wish we had when we were 16 and fresh to the roads.

For Heath, it's always been about the young'uns. "I chose to build this car as I have always liked the early model Commodores. It was a friend of mine, Kylie's, and I purchased it from her not knowing it would end up like this.

"At first it was just neatening it up with some 20s and a VK Calais interior. I got sick of that quick and decided the need for power was a must.

After meeting a few mates down at a local Shared Sheds, it became clear an LS1 was needed. I sourced an engine, loom and a manual T56 for it. It started off full steam, but after six months I decided to move to Perth."

While it was in Perth it did the workshop rounds, including the tubs, four-link and sheet-metal 9in. Mate Robbo and Heath pulled the engine and smoothed the bay for PCM.

"We also had a bit of an adventure picking it after getting tubbed. Myself and good mate Robbo were a bit seedy after a big night on the town. We didn't realise the car trailer we had borrowed had no winch. After a few attempts to get it onto the tilt trailer, we noticed there was a fork lift in the yard." Never a good idea...



The current re-trim by Customized Auto Trimmers is a beauty, with a few more mods expected inside soon



With its twin Holleys sitting high and proud, the intent of this classic is very clear indeed

**"THE CAR WAS
ORIGINALLY BUILT
FOR BURNOUTS, BUT
THAT WAS GOING TO
CHANGE. I DECIDED
TO GO FOR AN
OLD-SCHOOL LOOK
BUT KEEP THE
RELIABLE LS1"**

"After putting tyres in front not to damage the car, we pushed it onto the trailer. It loaded easy and we were pretty happy with our selves... until the trailer tilted, causing the tyres to fall out and the car to roll back into the fork lift. It was another tick in the box for a respray and bodywork."

"After entering a local event and scoring a dint in the roof from an over-excited passenger, I decided to strip it down and give it some well-deserved love. "The car was original built for burnouts, but that was going to change. The injection was given the flick and so was the manual. I decided to go for an old-school look but keep the reliable LS1."

Powerglide in and work started on the body, rust and dents. Once the colour was chosen and laid down, Heath knew he'd made the right choice. It was then over to Paul at Customized Auto Trimmers for the interior.

"Now the car is finished I'll be just enjoying some shows and the

odd Sunday drive, as its still rego'd. I'm keen to test it out I'll probably hit the pad in the near future. I also took my then girlfriend for a drive in the car to Echuca for our anniversary and went on the Emmylou paddle-steamer for a lunch cruise. After getting off the boat, I convinced her that I wanted to get a photo of the car in front of the paddle steamer. I got a stranger to take photos of us and shocked her by dropping a knee and asking her to marry me."

The stories continue and so does the tally. At the moment it sits around \$50,000, but Heath doesn't think the car will ever be finished. If he could do it over, he tells us he'd probably focus on one theme from the start. "I tried to get some jobs done by mates, but some of them ended up needing to be redone due to poor work." Best to keep your buddies for beer consumption, we say. "Once its street duties are over, I might go blown injected." We'll be here waiting, mate.





Thanks: "Jeff Bright Automotive (5822 2909), Shaun McCarroll Diffs, Musty at Customized Auto Trimmers (5822 2698), Steve at Wunghu for brake lines and work on the car, little cousin Lachy for numerous fab's and welding jobs, Kyle at Radical White Walls, Danko At Addicted Performance, Solar

City Bridgestone Shepparton, Stay Fake Clothing, a big thanks to the wife-to-be Blare for putting up with all the late nights and money spent over the last few years, also a big thanks to Robbo for a sh*t-load of help over the build and all the boys that have helped along the way, to Pete, Kimbo, Rob, Travy." **SC**

"NOW THE CAR IS FINISHED I'LL BE JUST ENJOYING SOME SHOWS AND THE ODD SUNDAY DRIVE, AS ITS STILL REGO'D"

NITTY-GRITTY

ENGINE:

346ci LS1 eight-cylinder

PERFORMANCE:

336rwkW, 917Nm

ENGINE HARDWARE:

Hand-ported cylinder heads flowing 280cfm, 238_242deg/650 lift camshaft, double valvesprings, electric water pump, Holley Black fuel pumps, twin Holley E85 600 injectors, Holley Hi-Ram intake manifold, MSD ignition system, Race Radiators radiator

DRIVETRAIN:

Custom Powerglide, TCI 3800rpm stall convertor, sheet-metal 9in diff full spool by Shaun McCarroll, billet 31-spline axles

BRAKES/SUSPENSION:

Standard brakes, QA1 coil-overs rear, McDonald Brothers four-link kit and tubs

WHEELS/TYRES:

20x8.5in front and 20x10in rear Intro Billet wheels

BODYWORK:

Morpheus Purple (Baslac)

INTERIOR:

VT SS seats front, VY Clubbie seats rear, custom re-trim throughout, TCI shifter, billet steering wheel, grab handles and winders, Pioneer Bluetooth head unit, 6x9in rear speakers, gauges



Eventually the entire body was stripped done and run through from scratch. It shows in the final finish now



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WHAT'S IT LIKE DRIVING THE QUICKEST GRANGE
IN THE COUNTRY? STEWIES MORE THAN HAPPY
TO TELL YOU ALL ABOUT IT

WORDS: JASON ROUND PICS: SHAWN MCCANN





Luxury and performance can exist. Just ask Stewie Casserole. We promised we wouldn't publish his age lest we be tracked down and lynched, but suffice to say with age comes wisdom. Working as an educator, trainer and assessor at TAFE, Stewie schools young guns on a regular basis—just like his 2009 WM Grange Series II.

Says Stewie, "I stepped out of a V8 WL Caprice into the Grange. I'm married with two kids and we do a fair bit of travelling. The Minister of War and Finances wanted a big boot for all the bags... the Caprice had the biggest boot on the market. I tricked her into upgrading to the Grange when the passenger seat adjustment motor failed. I told her it would be cheaper to upgrade than to start paying for constant breakdowns. True story."

GRANGE

DESIGN

"IT'S RUN A 10.517 @129MPH. THAT'S NOT TOO SHABBY FOR A 2100KG+ LUXURY LIMO"



"I've gotta say it's a whole lot of fun driving the fastest, quickest Grange in the country"



Unbeknownst to his wife, Stewie's plan was to build a monster. He wanted a street car that could flog the doors off all the GTs, Clubbies and Maloos his mates were driving. "I was essentially sick of being the odd one out in the 'slow Whale'."

This was the last of four new Series II WM Granges left in Victoria at the time. Stewie got it on the Saturday before they released the new WM with the new styled front bar you see today. "The boys down at Traralgon Holden needed my car out of the showroom to make way for the new model. My wife knew this and beat the poor sales sep to a pulp. Best Deal. Ever. It had 5km on the clock."

"From the get go, all the haters said it would only run a mid-13sec pass. Bitches, please, it ran a 13.2 with just a flash tune, CAI and 2.5in cat back on street tyres... Where these haters get their figures from is beyond me. Anyway, it's basically got them all eating d*ck now which is all that matters—not that the purpose of this build was to shut them up. That was just incidental."

"The thing that makes all this even more interesting is the fact we did a

piston ring at Calder Park one pass. Something really weird happened and the 3-4 shift just resulted in a massive rev spike that broke a ring. Luis maintains I shifted back to second, but that's just bullsh*t. I'm a fu*k*ing idiot, yes, but I'm not stupid. Regardless, it started blowing smoke from then on. We thought it was the valley plate from Harrop, as they can sometimes not pull down flush (as it turned out, the valley plate was a bit out and was replaced but wasn't the source of the smoke).

"The decision was made not to swap the valley plate out until after the season finished. This meant I ran five 1000m passes at Temora, five 1000m passes at Snowy Mountains driving there and back to both events, cruised to Hobart for Tassie C4C between those two events, did about another dozen-odd quarter mile passes and a half-dozen or so dyno runs all with a busted piston ring. Some may call bullsh*t here but, well, it happened. Ask anyone how much smoke she was puffing out at the top of each pass. Anyway, that resulted in the engine rebuild and now I can have a crack at running faster and quicker than before."



"I've installed a fire extinguisher under the driver's seat. Annoys the sh*t out of my mechanic Morgan because he's so short, verging on dwarfishly short really, and his little legs get scratched and bashed by it"



"Every time I get in the thing, magic happens. It starts, runs, sounds angrier than the missus when she realised how much it all cost, goes harder than the Hoff giving CPR to Emma Watson and Miranda Kerr at the same time, and all while looking like a sh*tty Statesman."

As Stewie says, the bells don't stop ringing with this thing. It has all the luxury you'd ever need. Everything is driven. Nothing is manual. There is a button for everything and everything has a button.

"I've chucked this thing around cones, skidpans, tracks and hill climbs and the way it performs impressed everyone. One time at Haunted Hills hill climb (HSV VS FPV meet) the sales rep who sold me the car was there. He was gobsmacked by the times it was pulling, and this was all pre-monster build, mind you, and the way it looked on the track through the corners. He approached me and asked what the hell was I doing taking a Grange around a hill climb track for. My response was simple, 'Just driving it like it was built to be driven—hard and fast'. I was even putting some of the cammed, tuned, OTR Clubbies to shame with my times. As a stock, long wheel-

based luxury HSV, it's just mental."

Stewie says Christmas can never come too soon for him. He hates waiting, and this was a big part of the build. He wanted it all now, waiting for the warranty period to finish before contacting Frank and Luis for APS Service Centre for hamburger with the lot, and some fries on the side, a pineapple fritter, two seafood sticks... and don't forget the BBQ sauce. "They were a bit taken aback by this order, as most normal people do builds in increments. Fu*k that."

"The initial build (blower, cam, exhaust system, fuel system, stally and diff) took a couple of months. More because I wasn't in a rush and Frank and the boys love doing a great job (not a good job—a great job), so I just let them have the car for as long as they needed. It took them a couple of months, but they only worked on it when they had some good time to spend. They tidied up a few little things along the way and put a good deal of thought into plumbing and wiring, etc. How much torque is here? "Enough to put the hurt on most dynos. Harrop's hub dyno is still crying like little b*tch."

**HOW MUCH TORQUE IS HERE?
"ENOUGH TO PUT THE HURT
ON MOST DYNOS. HARROP'S
HUB DYNO IS STILL CRYING
LIKE LITTLE B*TCH"**





"It's run a 10.517 @129mph. That's not too shabby for a 2100kg+ luxury limo. It has been Dynamatted to the hilt too for the sound system, which doesn't help with weight. At the time that was done I wasn't thinking of quarter-mile times. I'd like to lose a heap of weight off her just to see how fast she can really go, but that's another adventure. For now, I'm wrapped with the build as a combination, could not be happier with the quality of the build and still cannot stop grinning whenever she fires up." Why? Because luxury, that's why.

Thanks: "APS Service Centre Frankston – Frank, Luis, Morgan, Rob and the rest of the crew at Frankston Engines, TCE Torque Converter Engineering Pty Ltd, Bert Kewish Automotive, HM Headers, Harrop Engineering, Black Diamond Detailing and Refined Detailing for keeping the Whale looking mint as, VT-VE Custom LED Lighting – Daniel Lak, my wife, do not forget to mention my wife, I'm gunna need new tyres soon so please – please mention my wife." **SC**

NITTY-GRITTY

ENGINE:

376ci GM V8

PERFORMANCE:

500rwkW, 10.517@129.69mph at Calder, standing 1000m sprint 255.3km/h

ENGINE HARDWARE:

LS3 block, Compstar rods, CP pistons and rings, APS/Howards cam, Crow pushrods, Manley tie-bar lifters, Ferrea valves, Crow valvesprings, LSA rocker covers, CNC ported heads, Mellings high-volume oil pump, twin in-tank Walbro 465 E85 fuel pumps with voltage booster, Bosch 1400cc injectors, Harrop 2300 FDF1 supercharger and intercooler, Harrop trans and engine oil coolers, HM Headers 1 7/8 extractors with custom 3in pipes, 200CEL Outlaw cats, bimodal mufflers, -10 breathers, catch can

DRIVETRAIN:

GM 6L80E Kewish Automatics trans-

missions with mods to make it "as tough as Chuck Norris's left nut", TCE 2800rpm stall converter, paddle shifters, Harrop Tru-Track LSD (3.46)

SUSPENSION/BRAKES:

Factory MRC suspension, DBA T3 5000 Series two-piece rotors front and 4000 Series rear rotors, PMU brake pads, SSV rear brakes for strip runs capable of fitment of 17in rims

WHEELS/TYRES:

245/35 Kumho Ecsta SPT KU31 tyres front, 285/35R19 Nitto Invo rear (street), 275/40R17 Mickey Thompson ET Street Radials rear (strip)

BODYWORK:

Stock

INTERIOR:

All lights blue, Aeroforce Interceptor gauges, fire extinguisher, kill system, Polk PA D5000.5 amplifier, Morel Tempo 6 two-ways front, Morel 6x9 coaxials rear, 12in Morel Primo subwoofers, Bit One digital processor, Dynamat throughout



"I WAS ESSENTIALLY SICK OF BEING THE ODD ONE OUT IN THE 'SLOW WHALE'"

Says Stewie, "I'd like a sick pearl, but that's just not going to happen. I save for performance and maintenance now"

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PICS BY MATTHEW EVERINGHAM

DAYS

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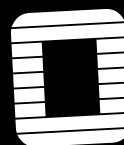
"Grab all the donuts and load up the ute!"





23L/100kms – it's a new high score!





On Saturday the 13th June, 60 SS Commodores from the SS Owners Club NSW participated in a cruise for charity from Penrith to Wisemans Ferry and displayed their cars for a show 'n' shine at Wisemans Ferry Reserve. The event was held to raise funds for the Cerebral Palsy Alliance.

The Top 5 Trophies on the day were selected by kids affected by Cerebral Palsy. Other trophies on the day included 'models choice' selected by 7 models that were there to complement the high octane machines on display. There was also a 'people's choice' selected by the volunteers who helped put the day together.

60 SS COMMODORES FROM THE SS OWNERS CLUB NSW PARTICIPATED IN A CRUISE FOR CHARITY FROM PENRITH TO WISEMANS FERRY AND DISPLAYED THEIR CARS FOR A SHOW 'N' SHINE AT WISEMANS FERRY RESERVE.

HDT equipped VE looks the goods in silver





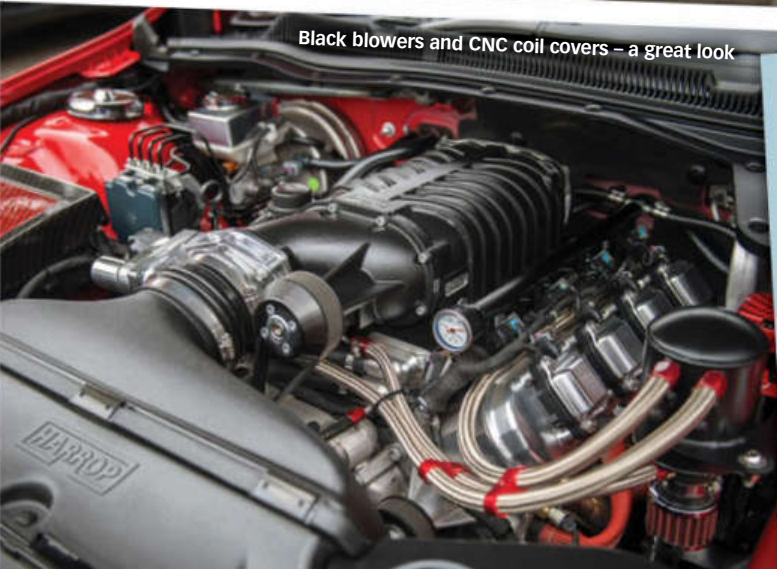
SPONSOR SHOUTOUT

MotorActive, Outback Steakhouse Penrith, Hog's Breath Penrith, Bakers Delight Richmond, A Touch of Flowers Rooty Hill, Supercheap Auto Penrith, Michelle's Plaster Painting St Mary's, ALJ Motorsports Photography and Shane Pike Films.



The event was put together after Sean Webber approached his cousin Shane Webber about doing a car show to raise funds for the Cerebral Palsy Alliance. Sean is affected by Cerebral Palsy and wanted to do something to give back to the organisation that has done so much for him. Shane initially rejected the idea as being too hard to organise and manage, but after asking around for support the response was overwhelming with people wanting help.

Shane, a member of the SSOC, then approached the SSOC NSW Co-Presidents Mark Hooshmand and Dwayne Godber who agreed to allow Shane to put together an event through the club.



Black blowers and CNC coil covers – a great look





The noise of a procession like this is something special

**THE EVENT WAS
HELD TO RAISE FUNDS
FOR THE CEREBRAL
PALSY ALLIANCE**



Months of preparation went into the day which was a great success, so much so that SSOC have agreed to make this an annual event with the outlook to involve other car clubs in the day's festivities. All attendees were impressed with the high level of professional organisation on the day and expressed lots of praise for the organisers.

A total of \$1,584 was raised on the day and they are looking to increase that figure next year. Over 200 people attended the event and got involved taking in the site of 60 highly polished V8's. The day would have not been possible without the many volunteers and sponsors involved. **SC**



THE TOP 5 TROPHIES ON THE DAY WERE SELECTED BY KIDS AFFECTED BY CEREBRAL PALSY





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THE WARMER MONTHS ARE BACK AND IT'S TIME TO CRUISE. FOLLOW THESE SIMPLE MAINTENANCE STEPS AND THE ONLY WORRY YOU'LL HAVE IS THE LOCAL COPS

BONUS POINTS

While you've got the tools out, you'll get bonus points for giving these things a regular check up, too:

- Coolant flush
- Transmission service
- Check wheel bearings
- Check wheel nuts
- Check spare tyre pressure
- Check for intake, exhaust and oil leaks

Australia copped some pretty cold weather over the last winter season, with icy mornings and low-single-digit temps once the sun went down (that is, unless you were living in the Top End where it's around 30 degrees all year!). So, you'd be forgiven if you made the decision to leave the week-end cruiser in the garage for a few months while you sat in front of the heater watching the V8 Supercars.

Thankfully, the warmer months are upon us once again and it's cruising season. But before you grab the keys and the sunnies, spending a little time in the shed first can help ensure your sunny Sunday arvos cruising the neighbourhood aren't interrupted by lengthy periods waiting on the side of the road for a tow truck.

Follow on as we guide you through some super simple general maintenance steps, suitable for all models of EFI Commodore, that will have your ride running in tip top condition. **SC**

OIL SPILL? DON'T STRESS

Don't worry if you've had a bit of an oil spill. Just cover the spill liberally with kitty litter (particularly the clay-based stuff) and it will soak up the oil in no time. I tend to leave it a week before sweeping it up, but once it's done, there's very little to be done to have the garage floor looking new again.





STEP 1

Let's start with an oil change and oil filter swap. Before you get under your car for any reason, make sure you chock the wheels to prevent any roll and always use chassis stands to keep your car elevated. Relying on a jack to keep your car up is asking for trouble.

STEP 2

If you've got a trolley jack, lift up the front of the car by locating the jack under the middle of the engine cross member. If you're using your car's supplied scissor jack, check your owner's manual for the car's jacking location – and jack up the side of the car opposite to the sump drain plug.

STEP 3

Here's the stuff you'll need to do an oil change. Simple. Pictured is a 5L bottle of oil, new oil filter, filter wrench and a tray for catching the old sump oil. You can get away without the filter wrench, but for the tiny outlay, it's a great thing to have around.

STEP 4

With your car properly elevated (the trolley jack pictured was kept in place merely as a safeguard, with stands holding the weight), loosen your sump drain plug and let the old oil drain into your tray. At this stage, unscrew the old oil filter and drain its contents into the tray, too. It's a good idea to put down a plastic sheet under the car, as it can be tricky trying to stop the odd oil spill doing this. Now's a good time to grab a coffee (or beer) and let it all drain for a while.

STEP 5

Once the old oil has stopped leaking from the plug, screw the sump plug back in and grab your new filter. You can 'prime' the filter by pouring some fresh oil into it before fitting it to the engine and improve the seal by wiping some fresh oil on the rubber seal. Now start pouring in your fresh oil.

STEP 6

Always dispose of your old oil safely. I pour it into an old oil container and take it to anywhere that offers old oil collection. Not all workshops offer it, but they're a good start. Some service stations offer waste oil collection, too. If in doubt, contact your local council for information on safe oil disposal.

STEP 7

Changing the air filter in your EFI Commodore is dead simple. From the RB30-powered VL through to today's VF (assuming you haven't fitted an OTR cold-air setup – by which point, we'd expect you to know what you're doing), it's just a matter of unclipping the lid of the air box, removing the dirty old filter and replacing it with a new one. Depending on the conditions you're driving in regularly, this should only need to be done every 20,000kms or so and you can enjoy an incremental power increase by swapping up to an oiled fabric filter from companies like K&N.

STEP 8

Given that a combustion engine is all about air, fuel and spark, it makes sense to try and ensure the 'spark' part of the equation is working as well as it can. So, while you're on a roll from the oil change, let's fit some fresh spark plugs and leads, too.





STEP 9

It's handy to have an owner's manual or Gregory's-type workshop manual handy when swapping spark leads, so you can see easily which cylinders relate to which coil pack terminal. Failing that, you can swap one lead at a time and in most cases the lead will have the cylinder number printed on it. In the case of this Ecotec V6, the coil packs have the cylinder number on them, too.

STEP 10

In many cases, you're going to need to remove the engine cover to get the old leads out and the new ones in. The Ecotec has four small bolts holding the engine cover down, whereas newer models use simple plastic snap-on catches. Here you can see the driver's side leads snaking down behind the thermostat and under the alternator from the coil packs. Swapping leads in a 5L Holden V8 is even more painful, with the distributor mounted at the rear of the engine against the firewall.

STEP 11

If you're at all unsure, swap each lead individually. Start by pulling the lead from the plug end and disentangling it from the engine and coil pack. Grab the new lead for that cylinder number and reinstall. Repeat the process until they're all done. While modern leads are generally well shielded, it's a good idea to try and minimise any contact each lead has with one another.

STEP 12

Still on the subject of 'spark', now's a good time to fit some fresh spark plugs, too. The plugs may be a simple and affordable thing that many of us just tend to forget about, but they're critical in ensuring your engine runs in an optimal state. You'll just need a socket wrench and plug socket. Depending on how cramped your engine bay is, an articulating extension arm can make things easier (tool on the left).

STEP 13

Hopefully you find nice clean plugs when you remove each one. The plug on the right is the old plug, but it shows signs of efficient operation and isn't too burned or oily. A plug that looks burned can show signs of an engine running too lean and a clogged or oily plug can mean an overly rich mixture. For typical unmodified or lightly modified engines, indexing plugs and altering plug gaps is unnecessary.

STEP 14

When screwing the new plugs in, go in gently to avoid potentially damaging the thread in the cylinder head and don't over-tighten. This is particularly pertinent for engines with alloy heads like the LS-series and Alloytec V6. If you've got an Alloytec, you're going to have to remove the plenum section of your intake manifold to reach the plugs. So be sure to get a fresh plenum gasket when buying your plugs.

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THE FINCH



WORDS: JASON ROUND PICS: ERIC TANG

DRIVEN

PINK IT MAY BE, BUT A PANSY IT IS NOT





The LS2 is the latest and greatest set-up to feature in the car. It makes Tonina a happy chappie, that's for sure



Tonina Galea (32) works as an aged carer, but there's nothing senior about her 1989 VN Commodore. It's about as bright and youthful as you can get.

The car was originally bought as a family car and wasn't built for any particular reason. Tonina has owned it for 12 years now, noting the colour and Aero kit as her favourite parts of the car now. Prior to this Tonina got around in an LJ Torana XU1, so she's no stranger to the quicker things in life.

She says, "I always wanted a pink car, so one year before Summerhats Hubby organised for my Torana to get painted with a pink pearl put through it. Then I fell pregnant, so that's when Hubby and I decided to sell the Torrie and buy a family car.

"When we bought the VN it was a stock white V6 with just the Aero kit on it. I kept it for a while and decided I still wanted a pink car. I convinced Hubby to paint it, but he said I couldn't have a car with a custom colour and a stock engine. He bought a VN Calais, put the bodykit on it and decided to build an engine for it, which was a healthy 304 with flat-tops, 288 Crane cam, Torque Power manifold and EFI Hardware 1000cfm throttlebody."



It was then off to Summernats, but unfortunately the car got defected for being too low and too loud. In the ACT, such issues are hard to resolve, so the car sat in the garage for six years. Eventually Hubby got sick of hearing Tonina whinge about it and decided to get it back in shape for Powercruise. A V1 T-trim supercharger went on, but it lifted the heads straight off and killed the engine. No Powercruise. It was time for a new set-up.

"Hubby found the Pro Flow combination in Melbourne and decided to go for something completely different. We organised for it to be put in for the next Powercruise, but unfortunately it wasn't going to be ready again. I was pretty unhappy, because my dream was always to go into off-street drag racing. We ended up entering my VE Senator so I

could have some practice, which was awesome." The VN finally made it to Powercruise in 2015 and ran, with Tonina's plans now to keep practicing now to dominate the drags.

As you can see, the original 304 has been packed away to be replaced with a modern LS2 Tonina says provides "better value for money". George at Pro Flow Fabrications looked after the build, which included a tidy-up and slight port on the heads.

Tonina loves pink, so the respray was always a no-brainer. Handled by Spot On Paint Repairs with a genuine HDT Aero kit, you can't miss this one. The car was originally a farm basher, so it wasn't in the best condition, but you'd never know it now. 'Pretty in pink' comes to mind, though that's not the best descriptor of the ball-tearin' kind of power this thing's pumping out.



THE PAINT IS ACTUALLY NINE YEARS OLD AND STILL, PARDON THE PUN, SPOT ON





We've said it before, but you'll find few seats comfier than the SV5000s





Tonina tells us the build is ongoing and that she'd rather not know what she's dumped into the build over all these years. The paint is actually nine years old and still, pardon the pun, spot on. Trims By Shaun worked over the interior, including fitment of the SV5000 seats.

Heading on, Tonina says it's "no more cars for me. It's hubby's turn now." What a good wife. That said, there are ideas for tubs and 16psi combined with the wonder-fuel that is E85. The 500 range will be in sight then and perhaps those dreams of drag domination will finally become reality.

Thanks: "Dreun at Spot On Paint Repairs (0401 726 411), Tony at Jax Quickfit Fyshwick (02 6228 1533), Jeff and Mark at Differential and Mechanical (02 6228 1533), George at Pro Flow Fabrication and Dyno (03 8796 3026), Shaun at Trims By Shaun (02 6255 5225), big thankyou to Warren Dowie (Koala), Aaron Meneghel and anyone else I have forgotten, also a massive thankyou to my amazing husband Matthew Galea." **SC**



NITTY-GRITTY

ENGINE:

6L LS2 eight-cylinder

PERFORMANCE:

398kW@8psi, 1200Nm

ENGINE HARDWARE

Slightly ported heads, Pac valvesprings, custom-grin camshaft, Lunati lifters, Yella Terra rockers, Bosch 60LB injectors, twin Bosch 044 fuel pumps, GTX 42R turbo-charger, PWR trans cooler, custom front-mount intercooler, custom 4in off turbo/3in to diff exhaust system, Turbosmart eBoost2 boost controller, rising-rate fuel regulator

DRIVETRAIN

T700 gearbox by Al's Race Glides, ratchet shifter, built input-output shaft, TCE stall convertor, reverse-pattern, fully manualised, VL Turbo spool (345s), billet 31-spline axles, 0.5in studs

SUSPENSION/BRAKES

Pedders springs and swaybars, Koni shocks, VT discs and calipers front and rear, custom master cylinder and booster, Bendix brake pads

WHEELS/TYRES

20x6in front and 20x10in rear Simmons wheels, Achilles 215/30 front and Pirelli 255/30 rear tyres

BODYWORK

Custom pink respray, genuine HDT Aero kit

INTERIOR

SV5000 seats, velour rooflining, Auto Meter gauges, Pro Ratchet shifter, HDT Momo steering wheel, leather re-trim, Panasonic head unit, Alpine D-Drive splits front and rear, twin Eclipse dual-voice-coil subwoofers, one Alpine four-channel and one mono-block amplifier



It was always going to be pink for Tonina, but still... Wow





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NORTHERN STAR

Photographer Sandi Wickman sent us a few of her recent photos of Ash Pemberton's VL. Ash bought the VL about five years ago and it runs an RB30ET that boasts a CNC-ported head, billet cam and a GTX35/40 turbo. There's also a custom plenum/intake manifold and a custom exhaust and turbo manifold. Backed by a 'Glide and a narrowed 9in with 4.11:1 gears, the Calais-fronted sedan has run a PB of 9.92sec @ 138mph so far. With the beautiful Katelan Kersh hanging out under the bonnet, we reckon it could go even faster.



STROKED AND STOKED

Marcus Storer sent us in some pics of his brilliant ex-cop VL Interceptor. It runs a brand new 355ci Holden stroker that's backed by a manualised Trimatic and original VL diff' housing that plays host to 31-spline axles and a mini spool. Marcus reckons the car makes around 450rwhp and it looks tough-as with the 650cfm double-pumper and shotgun scoop. He says all it really needs now is a fresh paint job and with a rust-free body, that's not a tall order. He hopes to have it at Summer-nats with a new 9in rear end in 2016.



TWO-TONE TERROR

We don't get to see too many pimped-out Alloytec-powered late-models around these parts, so when we received some shots of Neil Cole's VZ Calais, we were keen to share. Neil says he's had the car for about eight months and at the time of writing it was still his daily, but he's planning to turn it into a fully-fledged project. Right now the car boasts the two-tone paint and 20in G8-style rims, with an SS body kit confusing the hell out of casual observers. Rockford Fosgate and Pioneer gear can be found throughout the car, including the boot where you'll find a nice crushed velour install.



HITTING REDLINE

Even in stock form, the VF SSV Redline is a pretty freakin' nice car. But Ben Henshaw reckoned he could do much better and since buying it, the 2014-model sedan has undergone a transformation that is continuing to evolve. So far he's added an R8 Clubsport exhaust, Harrop OTR, Pedders suspension front and rear and staggered-fitment 19in wheels with red-walls. There's also pitch-black 10 per cent tinting, Phantom-coloured DLR surrounds, fender vents, grille and bumper surrounds as well as Phantom-painted lip spoiler, rear diffuser and badges. Luxury electronic options from the Calais V have been fitted and with a 10 per cent underdrive pulley kit and dyno tune, Ben reckons the car is a good mix of sport and comfort.



FAST WORKER

Considering Bob Ruijter only bought this 2004 VZ SS a year ago, he's wasted no time turning it into something far more personal. Powered by its original 5.7L LS1 and auto', the engine bay has copped plenty of colour-matching and sounds a lot nicer thanks to the 2.5in straight-through, cat-back exhaust. The factory anthracite leather trim has been accented with more white highlights and the sub' box out back wears matching white vinyl. Lowered hard over the white 20in Versus Talon rims thanks to King Springs SSSL rear springs (SL in front), the sled looks fast standing still.



QUARTER POUNDERS



13.20@119MPH

11.22@120MPH



13.89@100MPH





12.65@108MPH



11.06@128MPH



13.26@109MPH



12.28@112MPH



12.85@109MPH



NEW PRODUCTS

BILLET BRAWN

WHAT: Turbonetics GT-K Billet Turbos

WHO: Turbonetics

WHERE: www.turbonetics.com

HOW MUCH: *depends on application



SUPERIOR WAX

WHAT: Mothers Synthetic Wax

WHO: Mothers

WHERE: www.mothers.com

HOW MUCH: *depends on size



LIGHT THE WAY

WHAT: Xenon BlueVision Ultra globes

WHO: Philips

WHERE: Auto parts stores nationwide

HOW MUCH: From \$50





DEEP BREATHS

WHAT: Hurricane LSx Manifold

WHO: Harrop

WHERE: www.harrop.com.au

HOW MUCH: *POA

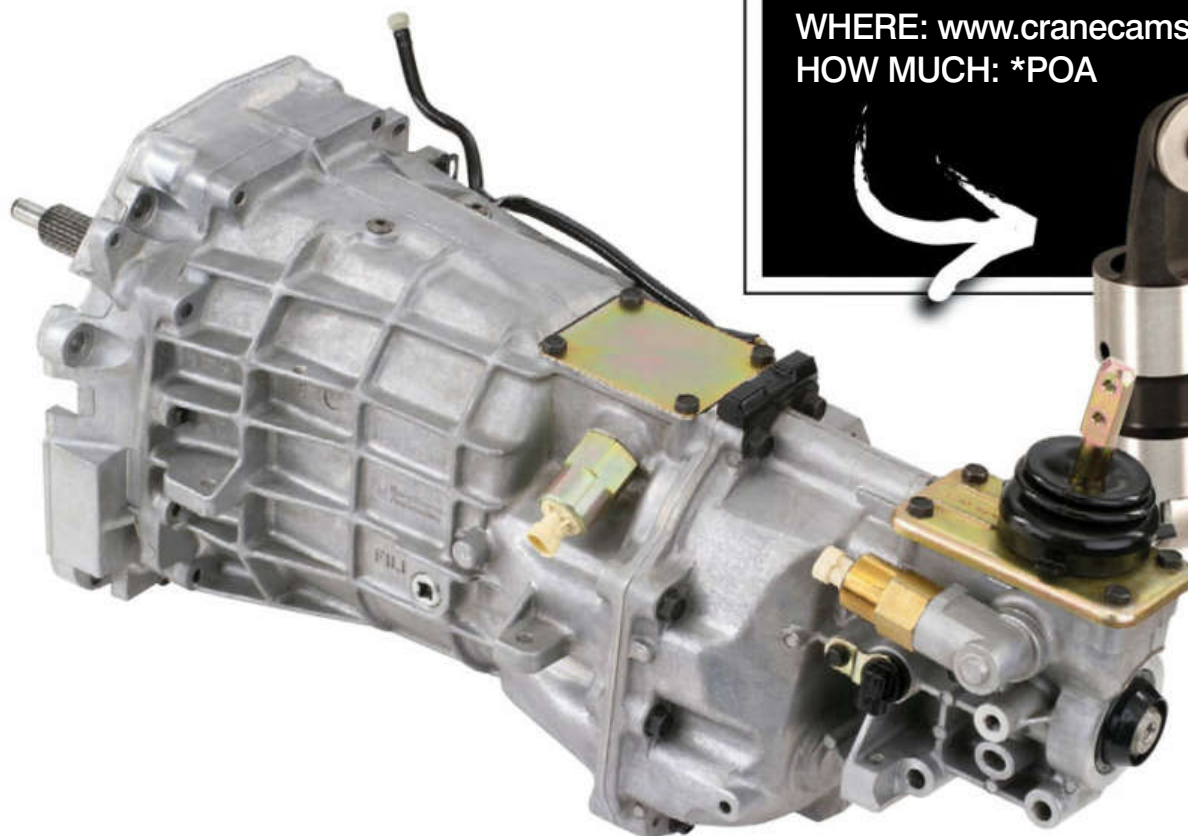
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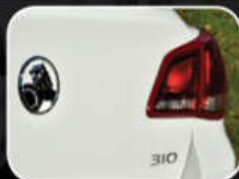
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WORDS: JASON ROUND PICS: ERIC TANG

think we've all visited a Strathfield store on our modification path. For years the company has been offering Aussies quality stereo gear at affordable prices. It's a candy shop for audio lovers, but what happens when you're really looking to stand out with an install?

Jason Molesworth (34) is the owner of Strathfield Brookvale, so his ute needed to be something of a mobile billboard and demonstration

of exactly the kind of work the guys can whip up for the audio-inclined.

Specifically, Jason says the 2009 HSV Maloo was built "to demonstrate what we could do in confined spaces." Jason is something of a ute fan, also owning a VY and VE SS ute along with an HQ, but this one needed to be really OTT with eye-catching looks and big sound. In fact, Jason almost wishes he'd gone even bigger than the current set-up!





CV Performance has done a bit of work to the 6.2L, but Jason did have big plans in mind for the HSV slugger

As far as the boys at Strathfield Brookvale know, this is the only VE Commodore ute driving around with six 12in subwoofers fitted into the cabin without cutting into the rear tray. That is quite a feat when you think about it. Once you slide those front seats back you can see the full install in place. It's the absolute best kind of back massage... or spine correction. Oh, and it's loud, loud and clear thanks to the how-much-you-got? Audison Bit One processor.

Across the roof you'll find a daisy chain of JL XD-series amplifiers wired to provide optimal juice to not only the big boys down the back but the twin sets of C3 speakers mounted into the doors. With trimming by Carl Bowerman, it's all extremely flush and well-integrated. In fact, it almost looks factory. Well, as factory as six subwoofers can...

Con and the team at CV came on board to give the LS a bit of a shove in the right direction. Thanks

to an X-Force exhaust and re-map, power and torque are both up, though the exhaust has little hope of competing with the monster JL set-up inside.

Rounding out the A-team of installers and craftsman, 2SUS Custom Resprays looked after the original red to match the Strathfield company colour. With the Strathfield logo and new tagline now running up the side, it's also much more prominent as a form of advertisement. That's if you don't hear it coming.

What's most amazing about the ute, however, is just how clear and punchy the sound is, especially in such a small and enclosed space. This is why the team at Brookvale are among the best, carefully tuning and system and optimising the space to get maximum volume and also maximum clarity much in line with the SQ requirements that are expected of top-tier ICE systems these days.



**AS FAR AS THE BOYS AT STRATHFIELD BROOKVALE
KNOW, THIS IS THE ONLY VE COMMODORE UTE DRIVING
AROUND WITH SIX 12IN SUBWOOFERS FITTED INTO
THE CABIN WITHOUT CUTTING INTO THE REAR TRAY**



It all looks relatively
stock until you see
what's behind those
front seats...





NITTY-GRITTY

ENGINE:

6.2L eight-cylinder

PERFORMANCE:

N/A

ENGINE HARDWARE:

X-Force dual 2.5in exhaust system, re-mapped

DRIVETRAIN:

Standard

SUSPENSION/BRAKES:

Reset front and rear, DBA rotors, Bendix brake pads

WHEELS/TYRES:

22in wheels, Pirelli P-Zero tyres

BODYWORK:

HSV Red

INTERIOR:

Four JL XD-series amplifiers roof-mounted, suede roof-lining, 2x JL C3 speakers front, 6x JL 12in subwoofers behind seats, Bit One Audison processor, factory head unit

Monster 22in rollers complete the exterior with lowering. DBA rotors and new Bendix sports pads have also been fitted all around to bring all this mass up to a requisite stop. Since our shoot the ute has been sold, with a new project on the horizon for Jason. We don't know what it is, but rest assured it ain't going to be idle on the audio front.

Thanks: John and Con at CV Performance Sergi Gauriloff, John Grasso at Custom Car Sound, Bassa at 2SUS Custom Resprays, Carl Bowerman Motor Trimming, Ramy at AGR Wheels and Tyres, Team Strathfield Brookvale, All Springs Moorebank **SC**



SPECIFICALLY, JASON SAYS THE 2009 HSV MALOO WAS BUILT "TO DEMONSTRATE WHAT WE COULD DO IN CONFINED SPACES"



In company red it's hard to miss, especially being a Maloo. The to-the-edge wheels add to the effect



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